

# Traveller's Guide.

Departures of Cars and Steamboats from Washington.

The cars leave the station at the intersection of New Jersey Avenue and C and D streets, for Baltimore and intermediate places, at six and eight o'clock a. m. and half-past three and five p. m. On Sunday at six a. m. and five p. m. only. The second and fourth are express trains, stopping only at the Relay House and Annapolis junction.

The cars leaving Washington at six a. m. and five p. m. meet the cars from Baltimore at the Washington junction (or Relay House), for Wheeling.

The train leaving Washington on Saturday afternoon goes no farther than Philadelphia; the one of Sunday morning only to Baltimore.

The cars leave the Alexandria (Va.) station, corner of Duke and Henry streets, for Warrenton and the intermediate points, at eight o'clock a. m. except Sunday, and at a quarter before two o'clock p. m. A daily stage runs between Gordonsville and Culpeper in connection with the cars on this and the Virginia central roads.

The steamboat George Washington or the Thomas Collyer makes three trips a week to Mount Vernon and Fort Washington, leaving the wharf at half-past nine o'clock.

The steamboat George Washington, Thomas Collyer, and Union leave for Alexandria every hour during the day.

Arrangement of the Mails at the Washington Post Office, July 1, 1853.

The Great Eastern Mail, from Baltimore, Philadelphia, New York, Boston, &c., and Buffalo, &c., arrives at 6 a. m., and 9 p. m. daily, and the mail sent from the office, to and by those places, closes at 4 and 9 p. m. daily.

The Southern Mail, closes daily at 7 and 9 o'clock p. m., and is received daily by 6 o'clock a. m., and 4 p. m.

The second Eastern and Great Western Mails are received by 6 p. m.; the latter closes at 9 p. m., the former at 9 p. m. daily. The mail trains north of Philadelphia arrive there in time to connect with the train for Baltimore, which brings the Great Mail to arrive here by 6 a. m. No eastern mail is received at the office on Sunday night, and no eastern mail, to be sent beyond Baltimore, is made up on Saturday night.

The mail for Annapolis, Md., and Norfolk, &c., and adjacent places in Virginia, is closed every night, except Saturday, at 9 p. m., and is received six times a week, with a mail from Baltimore, Md., by 12 m.

The mail from Georgetown, D. C., is received twice daily, by 8 a. m. and 5 p. m., and it is closed for that place at the same hours.

The mail from Rockville, &c., Md., is received by 6 p. m., and it is closed for those places at 9 p. m. daily.

The mail from Brookville, &c., Md., is received by 5 p. m. on Monday, Wednesday, and Friday, each week, and closes same days at 9 p. m.

Papers and pamphlets can be sent without being prepaid, to any part of the United States; but double postage is charged on delivery. The postage on foreign printed matter must be prepaid.

The office is open at 6 a. m. for delivery of letters and papers received by previous mails, and at 8 a. m. for general delivery, and at 8 o'clock p. m. daily, except Sunday, and on that day it is open from 8 to 10 a. m., and from 7 to 8 o'clock p. m.

\*Norfolk, &c., three times by Baltimore; four times by Richmond.

Young Men's Christian Association.—Rooms: Fowler's Building, Seventh Street, below E. near the Great Post Office.—The Library and Reading Rooms are open every day, (Sunday excepted), between the hours of three and ten p. m. The best religious newspapers and the standard reviews and magazines of this country and Great Britain are regularly received.

Citizens and strangers will be cordially welcomed.

By Order of the Association.

Mer 4—edf

**BROWN'S ESSENCE OF JAMAICA GINGER.**—THIS ESSENCE is a preparation of unusual excellence. In ordinary diarrhoea, cholera, in short, in all cases of prostration of the digestive functions it is of inestimable value. During the prevalence of epidemic cholera and summer complaints of children it is particularly efficacious. No family, individual, or traveller should be without it, as it enables the system to resist the influence of incipient disease which lurk in a changing climate.

**CAUTION.**—Be sure to get the genuine essence, which is prepared only by F. BROWN, at his Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia, and for sale by all the respectable apothecaries in the United States.

And in Washington City, D. C., by Patterson & Nairn, Z. D. Gilman; and in Alexandria, by J. R. Pierpont.

**OFFICE OF CORRESPONDENCE.**—Seventh Street, near the Post Office Department, Washington, D. C.

ALL PERSONS having business in Washington are informed that the undersigned has established herean OFFICE OF CORRESPONDENCE, for the purpose of giving any information desired in relation to every subject proper subject of inquiry by persons in any part of the world. Those wishing to know how to proceed in any business they may have before Congress, in the public offices, &c., will be discreetly advised; and when professional or legal aid may be necessary, the best will be procured or recommended.

The undersigned will regard all matters communicated to him in connection with this office as sacredly confidential.

Every letter of inquiry must be postpaid and contain a fee of ONE DOLLAR, which will generate the only remuneration required; but should it not compensate for the service to be rendered, the proper amount will be stated in a satisfactory letter in reply.

Address (postage prepaid) THOMAS C. CONNOLLY, Office of Correspondence, Washington, D. C.

Mr. Thomas C. Connolly is known to us as a worthy citizen, a gentleman of intelligence, and a clear, accurate, and ready writer; and we regard him as eminently qualified for the able, prompt, and faithful performance of the useful duties connected with his new and original design of an Office of Correspondence.

**RICHARD WALLACH,** [U. S. Marshal for the Dist. of Columbia.]  
**WALTER LENOX,** [Late Mayor of Washington.]  
**JO. GALES,** [Of the "National Intelligencer."]  
**R. W. LATHAM,** [Banker.]  
**S. A. DOUGLAS,** [United States Senate.]  
**JOHN W. MAURY,** [Mayor of Washington.]

May 13—dtf

**AMERICAN HOUSE,** Hanover Street, Boston.

Rebuilt, Enlarged, and Elegantly Furnished.

Possessing all the modern improvements and conveniences for the accommodation of the travelling public.

Boston, November 16, 1852. Dec 10—1y

**BURKE ON THE MINERAL SPRINGS OF VIRGINIA;** new edition, with his Analysis, by John J. Moorman, M. D.

Six Weeks at the Fauquier Sulphur Springs. The White Sulphur Papers, or Life at the Springs of Western Virginia, by Mark Pencil, esq.

Saratoga Waters, by M. L. North, M. D. Colton's Route Book through the United States. Disturvell's Railway, Steamship and Telegraph Book.

July 7. **FRANK TAYLOR.**

**COLERIDGE'S WORKS,** vol. 6; Harper's edition.

The English Humors of the 13th century; a series of lectures by W. M. Thackeray. "The Old House by the River;" by the author of "The Owl Creek Letters."

American Polytechnic Journal for June. American 20. **FRANK TAYLOR.**

# PROPOSALS FOR TIMBER FOR THE NAVY.

NAVY DEPARTMENT, BUREAU OF ORDNANCE AND HYDROGRAPHY, July 23, 1853.

**SEALED PROPOSALS,** endorsed "Proposals for Timber," will be received at this Bureau until three o'clock p. m. of the 23d of August next, for furnishing and delivering, under each of the several navy yards at Charlestown, Massachusetts; Brooklyn, New York; and Gosport, Virginia, the following described timber, viz:

**WHITE OAK.**—For *axletrees.*

150 pieces, length five feet eight inches; thickness, ten inches; breadth, fourteen inches;  
180 pieces, length five feet four inches; thickness, nine inches; breadth, twelve inches;  
75 pieces, length five feet three inches; thickness, eight and one-half inches; breadth, fourteen inches;  
75 pieces, length five feet; thickness, seven and one-half inches; breadth, eleven inches.

**For Brackets.**

320 pieces, length six feet two inches; thickness, seven inches; breadth, sixteen inches;  
60 pieces, length six feet; thickness, seven inches; breadth, twelve inches;  
320 pieces, length five feet two inches; thickness, seven inches; breadth, twenty inches;  
60 pieces, length five feet two inches; thickness, seven inches; breadth, sixteen inches;  
150 pieces, length five feet eight inches; thickness, six and one-half inches; breadth, thirteen inches;  
150 pieces, length four feet eight inches; thickness, six and one-half inches; breadth, sixteen inches.

**For Transoms.** (each piece meeting two transoms.)

80 pieces, length four feet eight inches; thickness, eight and one-half inches; breadth, thirteen inches;  
15 pieces, length four feet eight inches; thickness, eight and one-half inches; breadth, sixteen inches;  
38 pieces, length four feet two inches; thickness, seven inches; breadth, sixteen inches.

(Being about ninety-one thousand eight hundred and fifty-two feet (board or inch measure) at each yard.)

**HICKORY.**

Five hundred white hickory handspikes, six feet three inches long, three and one-half inches square at the butt, and two and one-half inches square at the small end.

The above white oak timber must be of the best quality, and have grown within sixty miles of sea water, and taken from butt logs, clear of knots, resin, sap, and all other defects, and from the centre or heart of the tree. It must be got out straight, to sharp corners, and without twist or wind.

The handspikes must be split from the best white hickory logs, clear of centre or heart pith, and straight, and of the quality of the quality, within four lengths, or double the length, and of no other combinations of lengths, nor any timber from top pieces, will be received for any purpose.

In the dimensions of white oak timber, additions have been made to the net dimensions to which it is to be worked; and no payment will be made for any excess beyond the aggregate number of feet herein stated for each yard, if any should be received under prescribed dimensions, the actual contents will be paid for.

None of the timber will be received unless it is entirely to the satisfaction of the respective commanders of the yards at which it is delivered.

The deliveries may be made as early as suits the convenience of the contractors, but the whole must be delivered on or before the first day of July, 1854.

Separate offers must be made for the supply at each of the navy yards named, for the white oak, and for the hickory; but offers must be for all of the white oak and all of the hickory for each navy yard. The offer must be by the thousand feet, board measure, for the white oak timber, and by the piece for the hickory handspikes.

Persons whose offers may be accepted will be required to enter into contracts with, besides other conditions, will expressly provide that, in case they shall in any respect fail to perform the contracts, the same may be, at the option of the United States, declared null and void, without affecting the right of the said United States to recover for defaults which may have occurred, with the stipulation also that, if default shall be made by the contractor in delivering all or any of the timber contracted for, the quantity of the timber, within the times and at the place named, that they and in that case the contractor and his sureties will forfeit and pay to the United States, as liquidated damages, a sum of money equal to twice the contract price, which liquidated damages may be recovered from time to time as they accrue.

All the aforesaid timber must be subject to inspection and measurement, according to the "printed rules established for the inspection and measurement of timber for the navy of the United States," copies of which may be seen at either navy yard or navy agent's office.

No extension of time for making deliveries will be granted, and penalties for non-fulfillment will be in all cases rigidly enforced. Bidders are therefore requested not to offer unless they are sure they can furnish within the time specified.

Approved sureties in twice the estimated amount of each contract will be required in the manner set forth in that instrument, and twenty per centum of the amount of the contract shall be paid as collateral security for its faithful performance. Eighty per centum of each bill, approved in triplicate by the respective commanders of said navy yards, will be paid by the navy agent at the point of delivery, within thirty days after its presentation to him, if approved.

Every offer must be accompanied by a written guarantee (the responsibility of the guarantor or guarantors to be certified to by a navy agent or other official person, or by some one known to the Bureau) in which the offerer binds himself, or his heirs or assigns, to fulfill the contract, and to pay the penalty of the contract, if he fails to do so, within ten days after the receipt of the contract at the post office designated, execute the same, with good and sufficient sureties to furnish the articles proposed agreeably to the terms specified in the contract. The law of the 10th August, 1846, forbids the consideration of all proposals not accompanied by such guarantee.

Those whose offers may be accepted will be notified, and contracts will be forwarded without delay.

Persons offering are directed to designate the post office through which they desire to be addressed, and the navy agent to whom the contracts shall be sent for execution.

Editors authorized to publish this advertisement will be specially notified by this Bureau. None others will be paid for its insertion.

**Form of guarantee (to be attached to each offer.)**

We, the undersigned, residents of \_\_\_\_\_, in the State of \_\_\_\_\_, hereby guarantee, in case the foregoing bid of \_\_\_\_\_ be accepted, that he (or they) will, within ten days after the receipt of the contract at the post office designated in said bid, execute the same, with good and sufficient sureties to furnish the articles proposed agreeably to the terms specified in the contract. The law of the 10th August, 1846, forbids the consideration of all proposals not accompanied by such guarantee.

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# THE NEW YORK & ALBANY UNITED STATES MAIL STEAMERS.

The ships comprising this line are the following: The ATLANTIC, Capt. W. West. The PACIFIC, Capt. J. W. West. The AFRIC, Capt. J. W. West. The BALTO, Capt. J. W. West. The ADRIATIC, Capt. J. W. West.

These ships having been built by contract expressly for Government service, every care has been taken in their construction, and in their engines, to ensure strength and speed; and their accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool first cabin, \$180; second cabin, \$70. Exclusive of extra size state-rooms, \$200. From Liverpool to New York, \$20 and \$20.

An experienced surgeon is attached to each ship. No berth can be secured until paid for.

PROPOSED DATES OF SAILING.

From New York.

Saturday, January 9. Wednesday, January 12.

Saturday, January 23. Wednesday, January 16.

Saturday, February 5. Wednesday, February 3.

Saturday, February 19. Wednesday, February 12.

Saturday, March 5. Wednesday, March 3.

Saturday, March 19. Wednesday, March 12.

Saturday, April 2. Wednesday, April 2.

Saturday, April 16. Wednesday, April 16.

Saturday, April 30. Wednesday, April 18.

Saturday, May 14. Wednesday, May 14.

Saturday, May 28. Wednesday, May 28.

Saturday, June 11. Wednesday, June 11.

Saturday, June 25. Wednesday, June 25.

Saturday, July 9. Wednesday, July 9.

Saturday, July 23. Wednesday, July 23.

Saturday, August 6. Wednesday, August 6.

Saturday, August 20. Wednesday, August 20.

Saturday, September 3. Wednesday, September 3.

Saturday, September 17. Wednesday, September 17.

Saturday, October 1. Wednesday, October 1.

Saturday, October 15. Wednesday, October 15.

Saturday, October 29. Wednesday, October 29.

Saturday, November 12. Wednesday, November 12.

Saturday, November 26. Wednesday, November 26.

Saturday, December 10. Wednesday, December 10.

Saturday, December 24. Wednesday, December 24.

For freight or passage apply to EDWARD K. COLLINS & CO., 13 King's Arms Yard, London.

J. MUNROE & CO., 26 Rue Notre Dame, Victories, Paris.

GEO. H. DRAPER, Havre.

The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones, or metals, unless bills of lading are signed therefor, and the value thereof expressed thereon.

Jan 11

**GREAT THROUGH LINE TO THE WEST.**

Baltimore and Ohio Railroad, from Baltimore to Wheeling, and connecting there with the large, new, and splendid Steamers of the Union Line on the Ohio, and the Stages to Zanesville, &c.

THIS EXPEDITIOUS LINE being now thoroughly completed, by the finishing of the Great Board Tree Tunnel, and the opening in excellent order, the earnest attention of travellers is confidently directed to its superior advantages and low fares. The scenery upon this road is of the most stupendous and attractive character.

The Express Mail Train leaves Baltimore daily at 6 a. m., and runs directly through to Wheeling (380 miles) in 18 or 19 hours, including all stoppages, arriving there at 2 or 3 p. m. next day; or passengers leaving Baltimore at 8 a. m. may lay over for lodging in Cumberland, (179 miles), and proceed by the Wheeling and Erie R.R.

To connect with these trains, the cars leave Washington at 6 a. m. and 5 p. m. daily, meeting the cars from Baltimore at the Washington Junction, (better known as the Relay House), 9 miles from Baltimore.

At Wheeling the seven unrivalled steamers of the Union Line, which have just been completed for this route, form a daily connexion with the cars, and convey passengers down the Ohio to Cincinnati and Louisville, where the stages for Nashville, or the St. Louis and New Orleans coaches may be taken by those going further on.

Passengers for Columbus (or who prefer the land route to Cincinnati) and other parts of Ohio and the West may also proceed direct from Wheeling in the Ohio Stage Company's excellent coaches over the best part of the National Road to Zanesville, &c., and thence by railroad.

Passengers for Wellsville and Cleveland by steamboat and railroad will also find this the most agreeable route, being a regular and speedy connexion at Wheeling to and from those places.

Baggage checked through from Washington to Wheeling, and no charge for transfer of passengers or baggage.

For a ticket (with the right to lie over anywhere on the route) from Washington to Wheeling \$9.50; to Cincinnati \$11; to Louisville \$12.

Tickets to be had of Mr. Parsons, Agent, at the Relay House, Washington, and of the other agents of the Company.

WM. PARKER, General Superintendent.

**WASHINGTON BRANCH RAILROAD.**

Leave daily, except Sunday, at 6 and 8 a. m., and 5 p. m.

On Sunday at 6 a. m. and 5 p. m. The train at 5 p. m. is Express, and stops only at Annapolis Junction and Relay, the others at all way stations.

Trains at 8 a. m. and 3 p. m. connect with Annapolis.

Trains at 6 a. m. and 5 p. m. connect with the West.

Trains at 6 and 8 a. m. and 5 p. m. connect with the East.

# PROPOSALS FOR STATIONERY.

DEPARTMENT OF THE TREASURY, Washington, June 23, 1853.

IN CONSEQUENCE of the information in the proposals received at this Department, pursuant to the notice of the 14th ultimo, and in order to effect the object designed by the 17th section of the act of Congress approved the 26th of August, 1842, it became necessary to extend the time for receiving proposals.

Notice is therefore hereby given that sealed proposals for furnishing the stationery which may be required for the use of this Department and its several bureaus, during the fiscal year ending the 30th June, 1854, will be received at this Department until 3 o'clock p. m. on Saturday, the 27th of August next, when the bids will be opened in presence of such of the bidders as may be present.

Those unaccompanied by satisfactory testimonials of ability to fulfil a contract will not be considered.

The bidder to whom the award may be made will be required to enter into contract within thirty days after being notified of the acceptance of his offer.

All the articles must be of the very best quality, samples of which must accompany the bids, and the Department reserves the right to retain such samples and pay for the same at the prices stated in the offer, or to return them at its option.

Each proposal must be signed by the individual or firm making it, and must specify a price, and be open for each and every article named in the schedule. Should articles be required not enumerated, they are to be furnished at the lowest market prices, according to quality. Blank forms for proposals will be furnished at the Department for persons applying for them, and without the necessity of their use, the Department would find it difficult to make a decision, none will be taken into consideration unless substantially agreeing therewith.

All the articles to be furnished and delivered without delay when ordered, and to the satisfaction of the head of the office for which they are required.

The Department reserves the right of ordering a greater or less quantity of each and every article contracted for, as the public service may require.

Bonds, with approved security, to be given by the person or persons contracting, and in case of a failure to supply the articles, the contractor and his sureties shall be liable for the forfeiture specified in such bond as liquidated damages.

The submitted list specifies, as nearly as now can be done, the quantity and description of the articles that will be wanted.

**STATIONERY.**

Writing paper, made of linen, laid or wove, white or blue—

18 reams folio post, satin or plain finish, laid and trimmed, to weigh not less than 17 pounds per ream

50 reams foolscap, hand made, plain lined, and trimmed, to weigh not less than 12 pounds per ream

10 reams foolscap, plain machine, plain lined, and trimmed, to weigh not less than 12 pounds per ream

10 reams foolscap, blue laid, hand made, plain lined, garden pattern, commonly known as "blue lined," to weigh not less than 16 pounds per ream

150 reams quarto post, hand made, plain, plain lined three sides, per ream

125 reams quarto post, machine, plain, plain lined three sides, per ream

5 reams quarto post, hand made, plain, plain lined four sides, per ream

5 reams quarto post French, plain lined three sides, per ream

15 do note paper, gilt, per ream large size

10 do do gilt do do small size

5 do do plain do do do

3 do royal paper, for books

20 do medium paper, for books

40 do envelope paper, yellow or buff, royal

60 do envelope paper, flat cap, white or blue

10 do large brown envelope

20 do blotting paper, per dozen

25 do patent blotting paper

20 sheets drawing paper, antiquarian per sheet

25 do do do elephant do

50 do tracing paper, largest size French do

24 do drawing paper, royal

5,000 binder's boards, 6 1/2 by 10 1/2 inches per 1,000